

The Mountain Eagle.

—Published in the Heart of the Coal Fields Only Newspaper Publishing All Industrial News—

Volume 8

Whitesburg, Letcher County, Kentucky, October 29, 1914

Number 7

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Much of the progress and development already realized is due to the influence of the press. It is evident that more effective work can be done by congenial co-operation among the agencies that stand ready and willing at all times to boost every praiseworthy undertaking.

Name your time and place. Brother Elam, and the Tribune will be represented at the meeting.—Estill Tribune.

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THE VALUE OF ROADS.

By H. M. Denton.

In responding to the request of the editor of the Eagle to contribute an article on the above mentioned subject I would first state that the voting of a bond issue for good roads in Letcher county at the general election next Tuesday should be a far more important proposition for the consideration of our people than the election of either Democratic or Republican public officials.

The development and prosperity of the county will continue about the same whichever political party wins in the election. But this is not so concerning the bond issue for good roads. For there is no one thing that can contribute more generally and surely to the greater development of Letcher county than the building of good roads. The facility of rural communication is the very life of any country.

Good roads afford a quicker and less expensive means of transportation of produce of every kind. The mud tax and the tax of wear over rocks are our heaviest taxes. This has been proven mathematically. The value of everything about a farm increases when there is a good road built near to the farm.

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Good roads, again, are a very potent incentive to the intellectual and social development of a country. The States of the American Union advance more rapidly in wealth and intellectual development which have the best thoroughfares. This is particularly true of the New England States and the West where there is much spent in building roads.

Not only is this true in America, but it has been so in the history of all nations. Rome was one of the greatest nations of the past. The Romans were master builders of their age. They began building roads on a large scale more than 300 years before the Christian era. The Appian Way, begun in 312 B. C., was one of their greatest highways. And for 600 years Rome was known as a nation of superb road builders. So were the French great road builders. In France Traaquet MacAdam, from whom macadam is named, believed firmly in a permanent highway construction by one central authority. This same sentiment was held in this country a century ago. In the early days of our Republic Congress appropriated large sums of money for the construction of roads. Thus we have the historic old Cumberland road, later called the National Road. It is nearly 700 miles long, reaching from Cumberland, Md., in a straight line through Maryland, Pennsylvania, Ohio, Indiana and partly through Illinois. But Federal aid in construction of roads was abandoned in Monroe's administration and now the county and local authorities control the construction of roads. In 28 States the county builds roads and in some the county has state aid, as in Kentucky. Through public opinion nearly every state in the Union is now very much interested in good roads. People everywhere are rapidly realizing the great value to a community good roads bring. Especially is this true in the South and in Kentucky. And at the election next Tuesday Letcher county is going on record for good roads. By issuing bonds the burden of building roads will not fall entirely on this generation but future citizens will bear their share of the cost.

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I love them that love me; and those that seek me early shall find me. Riches and honor are with me; yea, durable riches and righteousness. My fruit is better than gold, yea, than fine gold; and my revenue than choice silver.—Proverbs 8:17-19.

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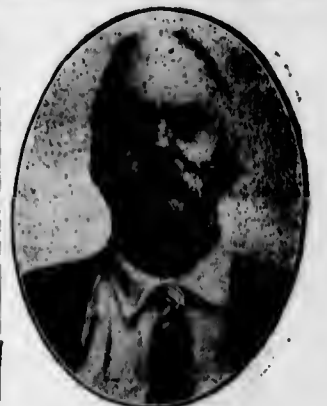
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Sam Commodori tells us that his beautiful stone residence over on College Hill is now ready for the roof and that the work will continue to be rushed until the building is completed.

Charlie Vermillion, "live w're" traveling man of Lexington, formerly of this county, was here this week visiting home folks. He also went to Thornton to visit his mother, Mrs. Jim Hall.

EXPLAINS USE OF BOND MONEY



COUNTY JUDGE DAY

Whitesburg, Ky., Oct. 28, 1914.

To Voters of Letcher County: For some time there has been more or less speculation among the voters of Letcher county on the road bond question and just how the money would be distributed should the vote carry. For years and years I have been a good roads enthusiast, heartily endorsing the question at every opportunity, and today I am still more deeply interested than ever before.

In explaining the matter, I will say that every dollar voted will be expended upon the building of good roads, and that I have no favorite communities to reach, no special friends to serve, but I am disposed to see, as far as in my power, that the whole county is benefited by the money. I propose to start from Whitesburg and build toward Hindman, Hazard, McRoberts and the Cumberland river section, thereby going toward the four most important and growing sections of our county—distributing exactly an equal amount on each road, which is absolutely fair and right, as I see it.

The amount of money to be voted next Tuesday is \$75,000. The State department at Frankfort will appropriate an equal amount, which will total \$150,000, and there is every indication that the Federal Government will contribute \$75,000, which will make \$225,000 that is more than likely to be available if we can vote the \$75,000. This should appeal to our citizens and the bond should carry by all means. Again, the big corporations are going to pay 84 per cent of the \$75,000; we pay about 16 per cent.

We have so reduced the county's expense fund that a saving of \$11,000 each year is being made at this time. This will total \$33,000 in three years, and I am going to put every dollar of it upon the building of roads up the different creeks of the county, connecting with the above named roadways, so that those living on the creeks will be benefited equally. At the present time we are having a new road built from Mayking to Kona out of the money paid over by the Lexington & Eastern Railroad Company for damages to our roads in its construction—not a cent of the county's money yet having been expended in this work.

Trusting this explanation will suffice and believing that each and every voter in the county should go to the polls next Tuesday and vote for the bond issue, I remain,

Your humble servant,
H. T. DAY,
Judge Letcher County.

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Whitesburg, Ky., Oct. 28, 1914.

To Voters of Letcher County: For some time there has been more or less speculation among the voters of Letcher county on the road bond question and just how the money would be distributed should the vote carry. For years and years I have been a good roads enthusiast, heartily endorsing the question at every opportunity, and today I am still more deeply interested than ever before.

In explaining the matter, I will say that every dollar voted will be expended upon the building of good roads, and that I have no favorite communities to reach, no special friends to serve, but I am disposed to see, as far as in my power, that the whole county is benefited by the money. I propose to start from Whitesburg and build toward Hindman, Hazard, McRoberts and the Cumberland river section, thereby going toward the four most important and growing sections of our county—distributing exactly an equal amount on each road, which is absolutely fair and right, as I see it.

The amount of money to be voted next Tuesday is \$75,000. The State department at Frankfort will appropriate an equal amount, which will total \$150,000, and there is every indication that the Federal Government will contribute \$75,000, which will make \$225,000 that is more than likely to be available if we can vote the \$75,000. This should appeal to our citizens and the bond should carry by all means. Again, the big corporations are going to pay 81 per cent of the \$75,000; we pay about 16 per cent.

We have so reduced the county's expense fund that a saving of \$11,000 each year is being made at this time. This will total \$33,000 in three years, and I am going to put every dollar of it upon the building of roads up the different creeks of the county, connecting with the above named roadways, so that those living on the creeks will be benefited equally. At the present time we are having a new road built from Mayking to Kona out of the money paid over by the Lexington & Eastern Railroad Company for damages to our roads in its construction—not a cent of the county's money yet having been expended in this work.

Trusting this explanation will suffice and believing that each and every voter in the county should go to the polls next Tuesday and vote for the bond issue, I remain,

Your humble servant,
H. T. DAY,
Judge Letcher County.

THE MOUNTAIN EAGLE

Stands Dedicated to the Interests of Letcher County First
and to the Entire Mountains Afterwards.

Published Every Thursday

EMIN ELAM,
W. B. WEBB,

Editor
Manager

Entered as second-class matter Aug. 23, 1907, at the postoffice at Whitesburg, Kentucky, under the Act of Congress of Aug. 9, 1873.

PHOTOGRAPHS

Our heart of hearts turn faint with the thot of European soil saturated with human blood and mother's tears.

"In a sort of Runic rime" the autumnal winds keep time; the forest's uniform is complete and nectar-laden lode is sweet.

The Eagle has a severe doubt that we are facing any financial trouble. "Tis only the ear rattling o'er the stony street," as it were.

The meditative and faneled poet calls it folly, the married fellow usually calls it trouble. Chewing brass talks, it is either depending, of course, on how you have found it.

WHAT THE OTHER EDITORS ARE DOING, SAYING.

GOOD SPEED.

Irvine is growing so fast that some men have to have the police show them the way home every night. —Irvine Sun.

GOOD REASON.

A lot of men wonder why girls close their eyes when they are being kissed. But if the men would look into a mirror they would see the reason. —Somerset Leader.

NOVEL METHOD.

Recently County Superintendent of Schools P. M. Frye launched a movement for the education of an Owsley county crippled boy. The movement is rapidly growing in favor. Each school child, teacher and friend in the whole county is asked to give one cent a month for five consecutive months each year for a period of five years. Nobody that has heard of the plan has refused to give the small sum asked and nobody in the county is asked to give more than five cents a year. This will educate the boy at Berea College, thus giving the boy a chance that otherwise he could not have. According to plans outlined the school children are to turn the money over to their school teacher and the teacher to Superintendent Frye, who will send the money to Berea College. —Booneville Tribune.

POLITICAL FACTS

By a Thotful Voter of Letcher County.

As the voters of Letcher County and the Tenth District are being importuned on every hand and in every conceivable way by frightened and blustering Republican candidates for their support at the Polls next Tuesday it behooves every patriotic, thoughtful and unbiased voter to consider principles and the necessities of our government, especially at the present time, and not be confused and excited by the flood of literature, bosh and over zealous and exaggerated statements of Gus Willson and "Promissory" John Langley and Republicans in this county and the Tenth District of their stripe.

SUPPORT ADMINISTRATION. The present situation in Europe is a world crisis and most dangerously affects this country. It is no time for the change of or hampering the administration. And not since the Civil War has there been such a vital demand for the unhampered services of a great and truly patriotic executive. It is a time when the administration of our country,

whether it should be Republican or Democratic, should be continued and have the full support and confidence of every patriotic citizen and public official in Congress. A change in Congress and a lack of support for the present administration might be disastrous to our country.

WOODROW WILSON

Woodrow Wilson, by reason of his unexampled characteristic of great statesmanship has proven himself to be the biggest man of the age, and the ablest man that has occupied the Presidential chair since Abraham Lincoln. His constructive legislation with the aid of Congress and the present world crisis, have resolved themselves into a tribute to his executive ability and statesmanship.

REPUBLICANS TRUST HIM AND THE ADMINISTRATION

Even the leading Republicans of the nation (which does not include Gus Willson and "Promissory" John) are praising President Wilson and his administration. The Pittsburgh Gazette Times (Standard Republican U. S. Senator Geo. T. Oliver of Pennsylvania, owner and editor, says: "President Wilson should be trusted to steer the American Ship of State free from the infinite national perils of Europe's gigantic embroilment. Let us not forget that, much as game was made of his policy of 'watchful waiting' with regard to Mexico it is now almost universally conceded that that proved to be the wise course. Imagine us at war with Mexico at this juncture with Europe in the death grapple of the country."

Ex-President Taft, only a few days ago, publicly congratulated President Wilson and the Democratic Congress for their great constructive legislation just completed and which the Republicans have promised only, for years to accomplish. And for one time Windy Teddy has found it most popular to keep quiet.

PRESIDENT WILSON'S ACCOMPLISHMENTS.

It would take too long to elaborate on the great achievements in constructive legislation accomplished by President Wilson and the Democratic Congress. With the European countries engaged in the greatest war in all history and piling up war debts that will mount to billions, the "Watchful Waiting Mexican policy of the President has had a wonderful vindication, and our national honor nor any legitimate American interest has been sacrificed. The President's stand for strict observance of America's treaties brought about the repeal of the tolls exemption clause of the Panama Canal Act, in which he was supported by large majorities in both the House and Senate. Nineteen international treaties containing the policy of "diplomatic postponement" have been ratified by the Senate. Another protection against unnecessary war is the "Dollar Diplomacy" policy by which the administration has discarded the dollar as the basis of determining foreign policy. The Underwood-Simmons Tariff Act is the first customs enactment of a generation in which neither lobby nor special interests had a hand. Until the foreign war reduced importation, it was meeting the expectations as a revenue measure. Charges by Republican politicians and "Promissory John" that the new tariff depressed business have been effectually disproved in every case. The Federal Reserve Act is a financial bulwark. It is the greatest piece of constructive legislation in the history of the country. More than 18 years ago the Republican Party gained control of the government after a campaign which turned on the financial question. But it re-

HUSBAND RESCUED DESPAIRING WIFE

After Four Years of Discouraging Conditions, Mrs. Bullock Gave Up in Despair. Husband Came to Rescue.

Catron, Ky.—In an interesting letter from this place, Mrs. Bettie Bullock writes as follows: "I suffered for four years, with womanly troubles, and during this time, I could only sit up for a little while, and could not walk anywhere at all. At times, I would have severe pains in my left side.

The doctor was called in, and his treatment relieved me for a while, but I was soon confined to my bed again. After that, nothing seemed to do me any good.

I had gotten so weak I could not stand, and I gave up in despair.

At last, my husband got me a bottle of Cardui, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without tiring me, and am doing all my work."

If you are all run down from womanly troubles, don't give up in despair. Try Cardui, the woman's tonic. It has helped more than a million women, in its 50 years of continuous success, and should surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recommend it. Begin taking Cardui today.

Write for: Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for Special Instructions on your case. 346-page book, "How to Treat Your Woman's Troubles," sent to you free.

When Furnishing Your Home You Want Good FURNITURE

In laying your plans for home furnishing you will be at your fault if you do not see the class of Furniture that we are selling. It's High Grade and we are carrying the largest stock of Furniture ever shown in Whitesburg. We have Furniture of quality that we can guarantee. Real value for money is the policy of this store and every article can be depended on.

Let us show you the beautiful new things in Beds, Sofas, Mattresses, Drawers, Wardrobes, Dining Tables, Buffets, Stoves, Ranges, Window Shades, Curtain Poles, Etc.

Undertaking and Embalming
R. N. SWISHER
Whitesburg, Kentucky.

WAKE UP



VOTE FOR BOND ISSUE

Cortright Metal Roofing Company
59 North 23rd St. Philadelphia, Pa.

WAKE UP



VOTE FOR BOND ISSUE

maintained for a Democratic President to initiate and obtain a currency system that meets the business needs of the nation. In all the Republican campaign "literature" the fact is suppressed that in June and July convincing evidence appeared of a general revival in all lines of American business industry. Through the wise revenue laws and an amendment to the Constitution, the first since 1870, for an income tax the revenue was rapidly increasing until the war came on. The income tax makes the fortunes of the rich pay into the Federal Treasury \$100,000,000,000 alone.

WILSON AND LANGLEY. Why listen to the bosh of Willson and Langley? Neither has accomplished but very little in public life. "Promissory John" is circulating a speech he claims he delivered in Congress on pensions. This is his masterpiece in literary and oratorical effort in the service of his constituents. But any average man as a minor employee among the hundreds of them in Washington in the Pen-

sion Department, as "Promissory John" was several years, could have done better. If he is capable of accomplishing so much as he pulls about, let him explain his absence from Congress so often. And then the Hon. Augustus E. Willson has accomplished no more than "Promissory John," tho he has had a greater opportunity. What he did while Governor is too insignificant to compare with the record of Beckham as Governor.

THE STOP-LOOK-LISTEN CIRCULAR

The answer to the numerous "Whys" of the "Stop-Look-Listen" circular is the European war. And also the unpayable stock in business caused by checking corrupt monopolies and wealthy business enterprises controlled by unscrupulous and grasping Republicans. When a bad thing is stopped there is necessary a temporary standstill until the good can get into operation. And during this standstill there is a temporary idleness which is a pre-arranged result and which would never have been noticed had not it been for the war. H. M. DENTON, Advertisement.

His broken eye glasses to repair we can do the work with promptness and dispatch. J. C. Wilcox & Son, Whitesburg, Ky.

Beginning next week all our subscribers who are as much as three months in arrears will be dropped from the list. If you want the Eagle you must pay for it.

Pay Your EAGLE Subscription

Our Opening!

The home of good Clothes will be ready for business Tuesday, November 3.

Notice to Public:

We have purchased the Bankrupt Stock of Adams Brothers' store—Men's, Ladies' and Children's Shoes and Hats. We're going to put it on sale at Sacrifice Prices.

ALL NEXT WEEK.

Free! Free! Free!

We will give away FREE a beautiful Cut Glass Dish to EVERY PERSON visiting our store on November 3. It does not matter if you buy anything or not.

The
Empire
Clothing Store.

216 Pine, Frank.

We are now located in the D. D. Fields-Son Building.

STATE NORMAL
A TRAINING SCHOOL FOR TEACHERS
RICHMOND, KY.

PAYING TELLER



A DOLLAR BANKED IS A DOLLAR SAVED UNTIL YOU NEED IT

A CHANCE OF A LIFETIME presents itself. All that is needed is a little cash. It is the man who has BANKED HIS SAVINGS who can take the immediate advantage.

START AN ACCOUNT TODAY.

If you already have an account add to it and be prepared for the business opportunities that are often offered you.

FIRST NATIONAL BANK
Whitesburg, Kentucky.

Trade With Home Concerns

WHITESBURG WHOLESALE GROCERY COMPANY

J. H. FRAZIER, Manager.

Has in the last few days stocked from
Top to Bottom

Full Line of Feed of all Kinds at Lowest Market Prices
JUST ARRIVED

Fresh Supply of FLOUR, SUGAR, PACON, LARD, COFFEE and CANNED GOODS of all Kinds.

SOLITE COAL OIL—Best in the World—Purely Smokeless.

Can Save You Money

Do Your Buying at Home and Save \$\$\$\$
Come and see, Phone or Write.

Whitesburg Wholesale Grocery Co.
Whitesburg, Kentucky.

THE SUVOY HOTEL
F. M. MUNCEY, Prop.
NEON, KY.
lean, decent, newly furnished, first class in every respect. Nearest Hotel to station. \$1 day.

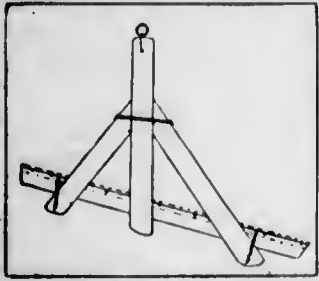
TELL YOUR FRIENDS TO VOTE FOR ROADS



GOOD ROADS

OPERATION OF ROAD GRADER

When the time comes to grade the road, put a plow team at work the day before, and go down as deep as you can, turning over the breaking of the previous year. Some folks think that the grader was made to plow with, but I never could figure it that way, writes R. R. Crawley in Farm Stock and Farm. Then start moving the earth over the center of the grade. Set the grader blade at a reasonably sharp slant, and begin on the inside of the plowing. Carry your first load well up the center of the new grade from either side before you blin into



Good Road Presser.

any more. Then take another load and move it in after the same fashion, and so on until you have come to the outside of the new ditch. In the meantime have one man along with a crowbar to dig stone and a plow team to turn loose on the ditches as soon as the first plowing has been carried out. In other words, don't try to plow with the grader. Not until you have raised the grade to what you want it, and are clearing out the ditches. Then scrape them down to a smooth surface, and carry the scrapings in. Meanwhile a harrow and a packer can be used to good advantage on the grade competing the soil.

And after the whole job is completed, and you have a well-rounded road-way built, drive back and forth with a wagon until you have made a path that others will follow.

TREES ALONG COUNTRY ROADS

Not Only Useful as Sheds to Stock in Fields, but Add Greatly to Beauty of Thoroughfares.

At a recent farmers' institute meeting the planting of trees along the country roads was advocated. It is a plan worthy of consideration everywhere. Trees beside country highways are not of less value and importance than along the streets of a city. They are not only useful as sheds to the stock in the fields and to those who travel along the roads, but they add greatly to the beauty of the thoroughfares and are a distinct asset to the farmers by increasing the attractiveness of their land, says an Illinois writer in Farmer's Review.

The theory of the speaker was that the trees should be planted inside of the road boundaries and not on the farm land, and that the planting should be done as a part of the road improvement at public expense or by local organizations out of a common fund. The work would have to be done with system, of course, and provision made for the care of the trees once they were planted, but this system could easily be worked out. Objection might be raised in some quarters that shaded roads would not dry out easily after rains and would, therefore, be muddy at inconvenient times, but the proper training and trimming of the trees would remedy this difficulty. Every one, even the farmer without a shade tree on his premises, admits the attraction of a shaded road on a hot summer day. Every traveler on such a day greets a bit of woods or an overhanging orchard as an oasis in a desert land and wishes that it stretched on for miles. The occasional land owner who has lived his side of the road with shade trees—or even with fruit trees—regards by those travelers as a good Samaritan and blessings go out to him. The time will come, perhaps, when trees along the country roads are desirable and essential and their absence will show lack of proper enterprise in the community.

Old-Fashioned Ideas. Of course, there were, and still are, in isolated localities, persons who cling to the bad roads of their grandfathers, and resist any attempt to make improvements. These are the people who regret the passing of the coming wheel, and the domestic spinning loom, with which the women used to make the cloth for clothing the family.

It is a waste of money to spend it upon roads that are not given proper drainage.

GOOD ROADS

PLEA FOR WIDER ROADWAYS

Fourteen-Foot Road Will Outlast Three Nine-Foot Roads and is Much Better in Every Way.

Have not our counties and townships been wasting a good bit of our money by building 9-foot roadbeds on 24 by 20 foot wide road grades? A 24-foot wide grade is plenty wide enough for a 14-foot roadbed. Then why spoil a good grade by putting on a 9-foot road when it costs less than one-third more to make a good job of it? Fourteen feet is sufficient width for two tracks; that would mean just one-half of the wear on the road. Then we can drive so as to have a wheel on each side of the center and that makes one more track and will be equal to a 9-foot road. So you see we have three times the wearing surface on a 14-foot roadbed than we do on a 9-foot. Then we have a chance to pass other rigs without one or both going into the ditch. Now this is claiming quite a lot for one-third more expense, but I think a 14-foot road will outlast three 9-foot roads, has a handier surface and is better in every way, writes John D. De Cuir in Michigan Farmer. If you come up behind a rig you have a chance to get by. If you are driving an auto you do not have to go outside of the hard roadbed and take chances on skidding into the ditch.

A 9-foot roadbed has but one track. Where the wheels run it gets packed perfectly solid and a heavy load will crush all small stones into dust, and the first auto that comes along sucks it up on the front side of the wheels and then blows it clear off the track when they let go. This doesn't seem much, but when from one to fifty or more go over the same track it soon counts. Meanwhile, the horses traveling in the center with iron-shod hoofs have kept that dug loose and it gradually works out, leaving the road low in the center where it should be high. Then when heavy rains come the ridges where the wheel tracks come hold it in and it washes down the center to the lowest level, where it runs off at the sides, cutting ditches and causing a bad chuck hole.

This road is hard to keep in repair. If you use a road grader or drag to scrape the sides to the center the wheel tracks are so solid that they will hold up the blades and you will do but little if any good. If you haul



A Good Road in Michigan.

on more gravel it will not pack in the center, but keep working into the wheel tracks, making them still higher, when they are too high already. If our roads were 14 feet or more in width, then the driving would be all over the whole road, making a hard, smooth surface, and by going over once in a while with a road drag it would keep the center high, the rains would drain off at the sides and not wash down the center, and there would not be wear enough in any one place to work or crush the surface into dust to be blown off by winds or autos.

You can repair a 14-foot road at any time, and it will pack and make a smooth, hard surface, for people will drive so as to hit the whole surface but not so with a 9-foot road. They will all follow the same track, no matter how crooked the first pattern is. It will be better to build 14 feet or wider in the first place, than to build nine feet and then wider afterward for it is hard to get a smooth, even surface, because the new gravel will work off the old, hard surface, causing a gap on each side which will have to be filled several times before it will get solid enough to match the old roadbed.

Means Better Highways. Where the dirt roads are in question the farmers need not fear any damage to the roads from the motor car. Their coming means better highways and possibly state aid in the construction of real roads of a permanent character.

To Prevent Bettle Injury. A good way to prevent young cucumber and melon vines from the attack of beetles is to set a box frame around the plants and cover with mosquito netting or fine screen.



GOOD ROADS

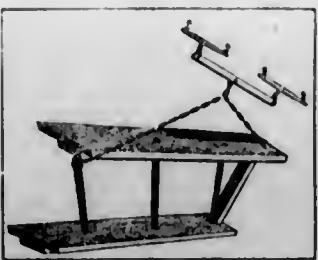
CONSTRUCTION OF ROAD DRAG

When Principles Are Thoroughly Understood and Intelligently Applied Work is Simple.

(Prepared by the United States Department of Agriculture.)

Drags are often constructed of planks instead of logs. The plank should be strengthened along the middle line by a 2x6-inch strip. A triangular strip may be used under the lower edge of the blade to give it the proper cutting slope. The successful operation of the drag involves two principles, which when thoroughly understood and intelligently applied make road working with this implement very simple. The first concerns the length and position of the hitch, while the second deals with the position of the driver on the drag. For ordinary purposes the hitch link or clevis should be fastened far enough toward the blade end of the chain to force the unloaded drag to follow the team at an angle of 45 degrees. This will cause the earth to move along the face of the drag smoothly and will give comparatively light draft to the team, provided the driver rides in the line of draft.

If small weeds are to be cut or a furrow of earth is to be moved, the doubletree should be attached rather close to the ditch end of the drag. The drag will now move nearly directly forward, and the driver should stand with one foot on the extreme forward end of the front link. This will swing the drag back to the proper angle and will cause the blade to follow. The hitch should be slow and careful driving in order to prevent the



The Plank Drag.

drag from tipping forward. If the blade should plow too deeply, the driver should shift his weight toward the back link. If straw and weeds clog the blade, they can usually be removed if the driver shifts his weight to a point as far as possible from the ditch or blade end.

Usually two horses are enough to pull a drag over an ordinary earth road. When four horses are used they should be hitched to the drag by means of a four-horse evener. The team should be driven with one horse on either side of the right-hand wheel track or run the full length of the portion to be dragged, and the return made over the other half of the roadway. The object of this treatment is to move earth toward the center of the roadway and to raise it gradually above the surrounding level. While this is being accomplished all mud holes and ruts will be filled, into which traffic will pack the fresh earth.

EXPENSE OF ROAD BUILDING

Interesting Comparison Compiled by Department of Agriculture Showing Money Spent.

An interesting comparison between the expenditure on public roads in the United States in 1904 and in 1912 has just been compiled by the department of agriculture through its office of public roads, showing the tremendous growth that has taken place in the movement for better highways within the last eight years.

In 1904 the total expenditures on all public roads in the United States were \$79,771,617, but in 1912 the expenditures for this purpose amounted to \$164,232,365. The expenditure per mile of public roads in the United States for 1904 was \$37.07, but the expenditures per mile for the year 1912 had doubled, amounting to \$71.65. The expenditure per inhabitant in 1904 was \$1.00, but in 1912 it amounted to \$1.78.

The greatest progress in road building has been made in the states which contribute from the state treasuries toward the construction of state aid or trunk-line roads. In 1904 there were 13 states that contributed out of the general fund \$2,607,000, but in 1912 there were 35 states which contributed \$43,757,438. The states having the largest expenditures for state aid and trunk-line roads in 1912 were as follows: New York, \$23,000,000; Pennsylvania, \$4,000,000; Maryland, \$3,370,000; Connecticut, \$3,000,000.

Both Questions Important. The subject of good roads is one that will not down, but the question of keeping good roads is quite as important.

Rules for Avoiding Indigestion. Chew your food, quit overeating, quit washing the food into the stomach with liquids, quit eating the wrong combinations of food. Fermentation is not digestion, fermentation causes gas. Whenever you have gas you know that your digestion is not good. —Dr. David H. Rosser, Chicago.

HIGHWAY IMPROVEMENT

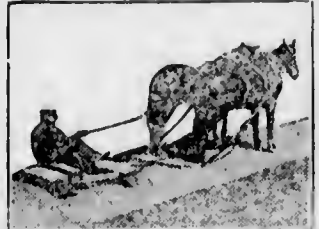
WORKING ROADS WHEN MOIST

Much More Labor Is Required When Highways Are Dry—Use Road Machines When Soil Is Soft.

It is a great mistake to put off working roads until August or September. The roads should be worked when the soil is damp, so as to make the soil baka when it dries out. If the roads are worked when they are dry, it takes more power to draw the machine and, besides, dry earth and dust retain moisture and quickly rot off rains. The use of elds, sods, weeds or vegetable matter in building earth roads should be avoided because they also retain moisture.

If the working of the roads is deferred until the latter part of the summer when the surface is baked dry and hard, they are not only difficult to work, but the work is unsatisfactory when done. Earth which is loose and dry will remain dusty as long as the dry weather lasts, and then turn to mud as the rains begin. By using the road machine in the spring while the soil is soft and damp, the surface is more easily shaped and soon packs down into a dry, hard crust, which is less liable to become dusty in summer and muddy in winter.

Repairs to roads should be made when needed, and not once a year after crops are laid by. Because of its simplicity, efficiency and cheap-



King Road Scraper in Action.

ness, the split-log drag or some similar device is destined to come into more and more general use. With the drag properly built and its use well understood, the maintenance of earth and gravel roads becomes a simple and inexpensive matter. Care should be taken to make the log so light that one man can lift it with ease. The log should be from seven to ten feet long, and from eight to ten inches in diameter. It should be split carefully, as near the center as possible and the heaviest and best slab chosen for the front. When the soil is moist, but not sticky, the drag does the best work. The road will bake if the drag is used on it when it is wet. If the roadway is full of holes or badly rutted the drag should be used once when the road is soft and shabby.

Storm water should be disposed of quickly before it has had time to penetrate deeply into the surface of the road. This can be done by giving the road a crown or slope from the center to the sides. For an earth road which is 24 feet wide the center should not be less than six inches or more than twelve inches higher than the outer edges of the shoulder. The narrow road which is high in the middle will become rutted almost as quickly as one which is too flat, for the reason that on a narrow road all the traffic is forced to use only a narrow strip. Shoulders are often formed on both sides of the road, which prevent storm water from flowing into the side ditches, retaining it in the ruts and softening the roadway. These ruts and shoulders can be entirely eliminated with the road machine or split-log drag.

The width of the earth road will depend on the traffic. As a rule, twenty-five or thirty feet from ditch to ditch is sufficient if the road is properly crowned. Ordinarily the only ditches needed are those made with the road machine, which are wide and shallow.

MANY BAD ILLINOIS ROADS

Average Time of Two and One-Half Months in Each Year Highways Are Unusable.

If you want to know how badly Illinois needs good roads, ask the rural mail carriers. There are nearly three thousand of them in the state; their routes cover 66,628 miles of road, and they are out every working day in the year. When the subject is roads, the rural mail carrier knows what he is talking about.

Illinois still has from 2,721 rural mail carriers, more than most highways of Illinois deserve the name of trails, rather than of roads. In one county, for nearly thirty days in each year, the carriers are unable to make their routes.

In the whole state, for an average time of two and one-half months in each year, the country roads are unusable for a load of one and one-half tons, says the Chicago Journal. In some counties, country roads are unusable for such a load during more than one-third of the year.

Such a condition is intolerable. It leaves a toll on every farmer and on everyone who uses farm produce. It raises the cost of living and cuts down the reward of labor.

Illinois must be pulled out of the mud. The first step in this work is to use convicts in preparing material to make roads, instead of mud leas-

NOTICE OF ELECTION.

Notice is hereby given that at the regular November election, 1914, the sense of the legal voters of Letcher county will be taken on the following question: Are you in favor of issuing bonds of Letcher county not exceeding the Constitutional limit for the purpose of building public roads and bridges in Letcher county? Said election will be held on the third day of November, 1914, at each of the voting precincts of said county. C. H. BACK, Sheriff Letcher County.



Neuralgia

There is no need to suffer the annoying, excruciating pain of neuralgia; Sloan's Liniment laid on gently will soothe the aching head like magic. Don't delay. Try it at once.

How Many Others Say

"I have been a sufferer with Neuralgia for several years and have tried different Liniments, but Sloan's Liniment is the best Liniment for Neuralgia on earth. I have tried it successfully; it has never failed." —J. H. Williams, Augusta, Ark.

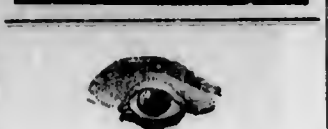
Mrs. Ruth C. Claypool, Independence, Mo., writes: "A friend of ours told me about your Liniment. We have been using it for 13 years and think there is nothing like it. We use it on everything, sore, cuts, burns, bruises, sore throats, head-aches and on everything else. We can't get along without it. We think it is the best Liniment made."

SLOAN'S LINIMENT

is the best remedy for rheumatism, backache, sore throat and sprains.

At all dealers, 25c. Send four cents in stamps for a TRIAL BOTTLE

Dr. Earl S. Sloan, Inc. Dept. B. Philadelphia, Pa.



J. G. WILCOX & SON

Jewelers and Opticians.

Whitesburg, - Kentucky.

CAN'T LOSE HAIR

TWENTY YEARS FROM TODAY A BALDHEADED MAN WILL BE AN UNUSUAL SIGHT.

One of the most prominent druggists of America made a statement a few days ago which has caused a great deal of discussion among scientists in the medical press.

He said: "If the new hair grower, Midredina Hair Remedy, increases its sales as it has during the past year, it will be used by nearly every man, woman and child in America within eight years."

"When Midredina Hair Remedy is used almost universally, landruff will disappear and with its departure baldness, itching scalp, splitting hair and all scalp diseases will follow and twenty years from now a bald head will be a rarity."

There is only one way to cure landruff, and that is to kill the germs. There is only one hair preparation that will kill the germs and that is Midredina Hair Remedy. This unusual hair restorer with its record of thousands of cures will grow on any head where there is any life left; it will cure landruff, stop falling hair and itching of the scalp in three weeks or money back.

It is the most pleasant and invigorating tonic, is not sticky, greasy and is used extensively by ladies of refinement who desire to have and keep their hair soft, lustrous and luxuriant. Fifty cents for a large bottle; druggists everywhere. Mail orders filled by J. C. Higgins, Proprietor, Co., Boston, Mass. w't name and address and 25 cents in silver to pay postage.

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FREE to show how quickly Midredina Hair Remedy acts, will send a large sample free by return mail to anyone who fills this Coupon to American Proprietor, Co., Boston, Mass., w't name and address and 25 cents in silver to pay postage.

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